

IN THE CLAIMS:

Please amend the claims, as follows:

1. (Currently Amended) A spark ignited engine; said engine comprising:
a block having a top surface and a cylindrical bore therein;
a piston being movably positioned in said cylindrical bore;
a cylinder head having a bottom surface and being attached to said block;
a combustion chamber being defined by said cylindrical bore, said piston and
said bottom surface of said cylinder head;
a spark plug having an electrode, a plug shell, a plug shell cap and an
insulator, said spark plug being positioned in said cylinder head;
said spark plug being of an encapsulated configuration defining an ignition
chamber; and
said spark plug being substantially positioned within said cylinder head and
substantially external of said combustion chamber,
wherein a bottom plane portion of the spark plug does not extend beyond a
bottom surface of the cylinder head.
2. (Original) The spark ignited engine as defined in claim 1 wherein said
plug shell defines a cylindrical outer contour being connected to a bottom plane portion
having a flat outer contour.
3. (Original) The spark ignited engine as defined in claim 1 wherein said
ignition chamber defines a cylindrical outer profile, a flat top portion and one of a radius
and a flat and an angled bottom profile.
4. (Currently Amended) The spark ignited engine as defined in claim 1
wherein said ignition chamber has at least a single orifice exiting therefrom through [[a]] the
bottom plane portion having a flat outer contour and into said combustion chamber.

5. (Original) The spark ignited engine as defined in claim 4 wherein said single orifice is positioned about an axis, said axis being aligned with an axis of said combustion chamber.

6. (Currently Amended) The spark ignited engine as defined in claim 1 wherein said ignition chamber has a plurality of orifices exiting therefrom through [[a]] the bottom plane portion having a flat outer contour and into said combustion chamber.

7. (Original) The spark ignited engine as defined in claim 6 wherein said plurality of orifices are position about an axis, said axis being aligned with an axis of said combustion chamber.

8. (Original) The spark ignited engine as defined in claim 7 wherein each of said plurality of orifices are positioned at an equal distance from said axis and at an equal angular relationship.

9. (Currently Amended) The spark ignited engine as defined in claim 1 wherein said ignition chamber has one of a radius and a flat and an angled bottom profile, said plug shell defines [[a]] the bottom plane portion having a flat outer contour and a wall thickness formed therebetween has a wall thickness being thicker near an outer portion than at a center portion.

10-17. (Canceled)

18. (Currently Amended) A method of positioning a spark plug within a cylinder head of an engine; said method comprising the steps of:

inserting said spark plug removably within said a cylinder head of said engines;

positioning said spark plug substantially within said cylinder head;

positioning a bottom plane portion of the spark plug so not to extend beyond a bottom surface of the cylinder head; and

having an ignition chamber of said spark plug in heat exchanging relationship with a cooling passage in said cylinder head.

19. (Original) The method of positioning a spark plug within a cylinder head of an engine as defined in claim 18 wherein said ignition chamber of said spark plug is external of a combustion chamber of said engine.

20. (Original) The method of positioning a spark plug within a cylinder head of an engine as defined in claim 18 wherein said spark plug has a bottom plane portion having a substantially flat outer contour.